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Inspection Report

Date of Inspection: August 22, 2007

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Upon the request of the Derelict vessel Program of DNR, and directed by Melissa Montgomery, the undersigned independent Marine Surveyor inspected the M/V know as "Kopcakoe aka Fal-91, abandoned vessel. The following is a walk through "Visual Inspection" only, not a full Marine Survey typically using a hammer rap and pick method, or other equipment, and this is not considered a "Condition & Valuation" report of survey.

Scope of the Inspection: The vessel was carefully examined visibly in the accessible places of the main strength members, frames, beams, planking, decks, and cabins by visual inspection, and without boring or removing any of the foregoing members or parts thereof. No inspection was made of the inaccessible places, and the survey was conducted without boring or removing any of the parts of the vessel to gain access thereto. Nor were any type of X-Ray, sound wave, ultra sound, or other type instruments or procedures in this nature used. Nor were fittings drawn unless specified in this report. It is recommended that a qualified Marine Engine and Marine Electrician Surveyors evaluate the engine (s), and electronics of this vessel. This survey will evaluate the general condition of these items, and note the equipment for this report, but will not attempt to start, run, or operate any equipment found onboard.

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Purpose of this Inspection: The purpose of this inspection was conducted to determine the overall condition of the vessel as seen regarding her resale value versus disposing or salvage of her.

Owner: Michael Ray Bunce
Present at Inspection: Melissa Montgomery DNR
Location of Inspection: Foss Water Ways, Tacoma, WA
Commencement Bay, at approximately 47 degrees 17.796 latitude, 122 degrees 25.765 longitude, next to the Foss Barge storage area.
Condition of Inspection: Afloat Only

Vessel Specifications:

Name: Kopcakoe [pronounced core-pash-whey] (current)
...aka..Junko Maru #3 (Original Japanese) ./Wha Yang #91
(Seoul, South Korea.../Hwa Yang #91.../Fal-91 (Yuzhno-Sakhlink, Russia)
Official DOC: History and documentation provided by DNR.....
Manufacturer: K K Kanasashi Zosen.....Japan
Hull Number: 942
Tonnage: 374.88 gross.....193.18 net
Original DOC: Japanese Number 107366
IMO Number: 7122170
Year: March 1970
Model: Steel hull fan tail commercial/fishing vessel
LOA: Reported 185 feet
Deck LOA: 170 feet deck length
Beam: 28.5 feet

History:

The documentation history was presented to this Surveyor by the DNR, sources to include but may not be limited to, Lloyds Register - Fairplay Ltd. Inserts of the documentation provided are copied and included in this report for record.

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History provided by DNR files:

[[The second photograph was of the builders plate which gives exactly the details I needed to identify the origins of the vessel and find it on our database.

Looking at the photograph of the stern the vessel name is, as my Russian speaking colleague confirms, FAL-91, and the port of registry is Korsakov. Which I understand is on Sakhalin Island in the Russian Far East.

According to our records the vessel was built in March 1970 (Launched Jan 25, 1970) by K.K. Kanasashi Zosen, Shimizu, Japan, yard/hull number 942. The vessel was named JUNKO MARU No. 3 and owned by Junko Gyogyo K.K., Miura, Kanagawa Prefecture, Japan. The IMO Number for the vessel is 7122170.

As the photograph of the builders plate shows (it's great to see that its still on the vessel and hasn't even been painted over), you have the hull number (SNo. 942), date of completion (in Japanese date 45 = 1970), gross tonnage 374.88, net tonnage 193.18, Japanese registry official (document) number 107366 and finally the builders name and place of build.

On March 10th 1980 the vessel was sold to Wha Yang Industrial Co. Ltd., Seoul, South Korea, renamed WHA YANG No. 91 and registered at the port of Busan, South Korea. The vessel was later sold to Kwang Nam Shipping Co. Ltd. and then to Kang Bong Ju but remained registered at Busan. The vessel name also changed to HWA YANG No. 91, but this may just be an alternative translation of the Korean.

In about 1994 the vessel was sold to Fal Joint Stock Co (A/O 'Fal'), Yuzhno-Sakhalinsk, Russia, renamed FAL-91 and registered at the port of Korsakov. Our last report of the vessel was in 1999 when the Russian Maritime Register of Shipping Class was withdrawn.]]

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Hull Construction:

Hull Materials:	Steel plate, steel frames, steel supports, steel fasteners.
Top Side Materials:	Steel plate, steel supports, steel fasteners, wood interior wall panels, wood flooring.
Construction:	Welded steel plate hull body, over welded steel frame work.
Hull & Top Side Condition:	Very neglected with a combination of damaged areas and good areas. Some will have to be removed and replaced, some can be repaired.
Deck:	Main is steel plate and wood inserts. The two sides are wood materials. The aft deck is wood.
Deck Condition:	Neglected, rusted, corroded in most areas to the point replacing. Some areas were not abused and damaged and can be repaired.

Deck Equipment & Hardware:

Windlass:	Unknown history including brand, year, and horsepower. Both port and starboard spindle geared wheels with broken ears, and need to replace the gear unit. The visual inspection other than the gears looked like the unit was complete and could possibly be repaired.
Anchor & Chains:	Anchor was found loose on the starboard deck. Anchor was without identification brand, and weight but appeared usable and complete. Chain was 1 1/4" welded links with surface rust but usable.

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Booms: Two (2) smaller boom units were found, one on the port forward main deck, and the other unit in the forward cargo hold area. The main boom was considerably larger and approximately a quarter the length of the vessel, mounted on a tri-steel stand, towing at the height of the pilot house, and marked "Te Ha". The main boom was reported to the Surveyor that she operated strong enough to lift a jeep vehicle. The smaller booms are maintained and painted, and also appear to be operable.

Refrigeration Unit: Japanese brand unknown to Surveyor. Refrigeration unit is well painted, and is designed and plumbed to provide refrigeration for the numerous fish holds. The refrigeration unit factory tag of documentation, in Japanese, is photographed and attached to this report.

Chain Hoist: Unknown brand or history. Surveyor is estimating tonnage to be a three ton hoist lifting power.

Machine Press Unit: 60,000 Heavy Duty machine press, brand unknown, condition is good.

Engines: All brands, history, year, and models are unknown. The largest main is approximately 20' in length, approximately 10' wide, horsepower is unknown, diesel fueled, well painted, appeared in good visible condition, reported to be in operational condition.

Secondary Engines: Port and starboard aft, along side the main engine, horsepower unknown, secondary such as back up power, ship's power, perhaps equipment, diesel fueled. Good overall condition, also appeared complete and operational.

All engines appeared to be wired, plumbed, and fully connected.

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Electrical Systems:	Engineer's room electrical panel boxes appeared in fair to average overall condition. None of the systems were tested, it is unknown what wattage or voltage is wired per system. No identifying marks, signage, or tags noted. No shore power connected to the vessel at the time of survey, nor was battery power made available.
Navigational Equipment:	<p>Gyro-Compass unit, built by Hokushin eight inch.</p> <p>W-H Auto Pilot Unit</p> <p>W-H Rudder Indicator</p> <p>Koden Multi-pensrm-873 Depth Finder.</p> <p>Regency Polaris V H F Radio</p> <p>Chokwang Electric VHF Radio-Phone</p> <p>Apollo Solid State Pa-Amplifier</p>
Vessel Condition & Summary:	<p>The vessel was designed with 10 staterooms for crew. They were all with built-in bunk berthing units and storage, small, and designed for resting only. All other activities were conducted through the remainder of the vessel. The interior was very neglected, ransacked, personal belongings strewn everywhere out in the open, discard items, clothing, garbage, bedding, equipment, etc. Items included two full sized Jeep vehicles, boxes, clothing, bikes, dishes, posters, on to boating equipment such as ropes, traps, parts, empty computer hard drive cases, tools, etc. It gives the appearance that the vessel had been used as some sort of temporary housing, in close relations to a "flop house" situation. Living amongst the debris. The bilge areas included fish holds, storage areas, electrical stations, engine room, very cluttered and disorganized. The Surveyor could not determine the actual lay-up and purpose for use of each area due to the debris blocking access. There was a list to the port side, and standing water in the lower bilge areas.</p>

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The interior Lay-up:

The lay-up is best described starting at the fore deck with an anchor and 1 1/4" chain connected to the windlass unit, then a storage tank. Forward of the mid ship hold area, is a work shop and storage area. Aft of the mid ship hold, are two separate smaller holds, one port, one starboard, with a third refrigerated hold aft. Going aft and below the house, is a full refrigerated room. Above on the main deck is a port and forward engine room, across from a starboard and forward Captain's stateroom, and starboard cabin exit door. Aft and down the hall way leads to four more crew's quarter type staterooms on the starboard side. Going port and forward, up one level, leads to the upper deck areas with two crew quarter staterooms aft. Just aft is an open general sitting and entertainment area covering both port and starboard. On the upper deck, the pilot house is forward with center and starboard helm station. Aft are both a port and starboard stateroom. Back on the main deck, going aft, are both port and starboard cabin exit doors, and further aft is the oversized main engine area with large work shop area aft. Furthest aft is the fan tail with a refrigerated unit along with ice lockers on the starboard aft area, and galley starboard and forward.

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Market Value & Estimated Repair Costs:

Estimated Current Fair Market Value:..... Zero USD (Scrap Value Only)
Estimated Value For Equipment..... \$ 90,000.00 USD (Engines,
Windlass, Booms, Refrigeration, Etc.)
Estimated Repair Costs:..... \$ 2,500,000.00 Minimum
Average Fair Market Value..... \$ 325,000.00

Comparables Attached


(Average market value would be a similar vessel, not outfitted with additional gear such as for commercial fishing, transportation, cargo, or commercial cruise ship, as examples. Comparables reflect a huge increase in value once the vessel is outfitted and certified.)

Limitations of Inspection & Report:

This inspection has been based on the observed condition of the vessel and is not a warranty, either expressed nor implied. Latent defects that cannot be determined without the opening or removal of decking, sheathing, joiner-work and / or the assembly or disassembly of all machinery including plumbing, engines, wires, tanks, etc. are not covered by this inspection.

No investigation into issues of property ownership or any encumbrances against the vessel have been made. This inspection report is limited to an estimate of value as seen. Information given to this Surveyor is reported on in good faith. It has not been possible to verify second and third-hand information.

This visual inspection and report have been prepared for Melissa Montgomery, Derelict Vessel Removal Program DNR, upon request, and as aforesaid, does not express or imply any warranty, nor in any way guarantees the condition of the vessel. This Surveyor may not be held liable or responsible for any errors, omissions, or oversights in the construed to be acceptance of the above conditions.


James O. Lamb, President